

Hongkong Daily Press.

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HONGKONG, TUESDAY, OCTOBER 2ND, 1900.

式拜禮

號貳月十年百九千壹英港香

PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

WATSON'S
VIN DE QUINQUINA.
Invaluable TONIC and RESTORATIVE especially adapted for convalescents from MALARIAL FEVERS and other CLIMATIC DISEASES.

A. S. WATSON & CO. LIMITED,
ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815. Who have assigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

NAPIER JOHNSTONES

SQUARE BOTTLE WHISKY.
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION. Sole Agents for it—**LANE, CRAWFORD & CO.** Hongkong.

JOHN WALKER & SONS
KILMARNOCK WHISKY.

This World-renowned. Fine Old HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central. Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN
NET

Blend of Selected Distillations of the Finest Scotch Whiskies.
Apply to **SIEMSEN & CO. Hongkong.**

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

7.30 a.m. to 8.30 a.m. Every quarter of an hour.
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour.
11.30 a.m. to 3.30 p.m. Every quarter of an hour.
3.30 p.m. to 6.30 p.m. Every quarter of an hour.
6.30 p.m. to 8.45 p.m. Every ten minutes.
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

8.15 a.m. to 10.15 a.m. Every half hour.

10.30 a.m. to 11.00 a.m. Every ten minutes.

Noon to 2 p.m. Every quarter of an hour.

2.45 p.m. to 8 p.m. Every quarter of an hour.

Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREY & SON, General Managers.

Hongkong, 1st May, 1899.

VICTORIA

CYCLE

EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always ready in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

MCKIDDY & CO.

43 & 45A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

RUINAUT PERE & FILS, REIMS

ESTABLISHED 1778

CHAMPAGNE GROWERS AND SHIPPERS

Ship only the Finest Quality Extra Dry (Green Seal)

LAUREN, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1898.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

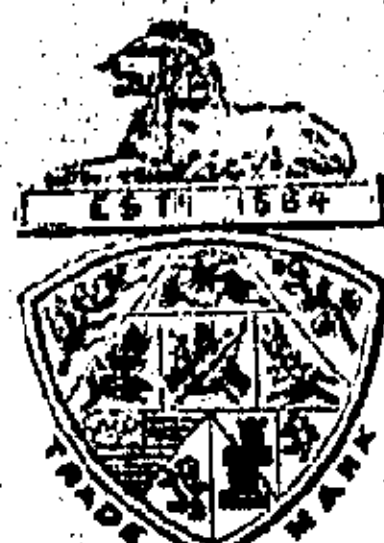
\$3.00 per Bag of 25 lbs.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 2nd July, 1900.

CALDBECK, MACGREGOR & CO.



WINE AND SPIRIT MERCHANTS,
ALE AND STOUT IMPORTERS.

LONDON ... RANGOON STREET, E.C.

GLASGOW ... ST. ENOCH'S SQUARE.

SHANGHAI ... FOOCHEW ROAD.

SINGAPORE ... RAFFLES QUAY.

HONGKONG ... 15, QUEEN'S ROAD.

COTTAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE),

AND WHITE CANVAS BOOTS AND SHOES, &c., &c.

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED ... 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

41a

C. P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

VERY SOFT, PALATABLE, AND MATURE.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

41a

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel).

THE NEW SUMMER DRINK.

COLD BOVril AND SODA WATER.

Dr. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting article on

"WHAT SHALL WE DRINK?"

in which he says:—"The great question of these tropical days is 'What Shall We Drink?' I think all medical men are agreed that the less alcohol we consume in hot weather the better for us. Even light beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish to keep moderately cool."

For those who are engaged all day let me recommend a novel combination—I mean a little Bovril (cold of course), made in the ordinary way, and added soda water. I have found this drink sustaining and pleasant."

WATKINS, LIMITED,

AERATED WATER MANUFACTURERS.

BISMARCK & CO.,

27 & 29A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL

MERCHANTS, HONGKONG and PORT ARTHUR. CONTRACTORS for the GERMAN

and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL

WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

1215a

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED—BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

219a

AUCTION

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to Sell

by

PUBLIC AUCTION,

IN THREE LOTS,

on

FRIDAY,

the 5th October, 1900, commencing at 2.30 P.M.,

at his Offices in Duddell Street,

the following

VALUABLE LEASEHOLD

PROPERTY.

Lot No. 1.—THE PIECE OR PARCEL OF

GROUND and premises thereon now

known as No. 73, Wanchai Road. Held

from the Crown for a term of 999 years

from the 25th June, 1875. Area—690

square feet. Proportioned Crown Rent:

\$10.63.

Lot No. 2.—THE PIECE OR PARCEL OF

GROUND and premises thereon now

known as No. 75, Wanchai Road. Held

from the Crown for a term of 999 years

from the 25th June, 1875. Area—825

square feet. Proportioned Crown Rent:

\$12.72.

Lot No. 3.—THE PIECE OR PARCEL OF

GROUND and premises thereon now

known as No. 77, Wanchai Road. Held

from the Crown for a term of 999 years

from the 25th June, 1875. Area—910

square feet. Proportioned Crown Rent:

\$14.03.

For Further Particulars and Conditions of

sale, apply to—

Messrs. DEACON AND HASTINGS,

No. 10, Queen's Road Central.

Solicitors for the Vendor.

to the

AUCTIONEER.

Hongkong, 28th September, 1900.

2526

CHINESE IMPERIAL GOVERNMENT

7 PER CENT.

SILVER LOAN OF 1886, E.

28th HALF-YEARLY DRAWING.

INTEREST DUE AND PAYABLE BONDS

of this Loan will be DRAWN at the

Office of the Corporation on and after the 25th

September, 1900.

Lists of Drawn Bonds can be obtained on

application to the Undersigned.

For the HONGKONG and SHANGHAI

BANKING CORPORATION,

Agents issuing a Loan.

H. M. DEVIS,

Acting Chief Manager.

Hongkong, 29th September, 1900.

2538

WANTED.

THREE or FOUR ROOMS and COM-

PRADORE OFFICE near Old Praya.

Apply—

Z.

Care of Office of this Paper.

Hongkong, 1st October, 1900.

2544

JUST RECEIVED.

HASTINGS and NEPHEW YORK

CUT HAMS.

CALVERT'S CARBOLIC SOAP.

CALVERT'S CARBOLIC TOOTH

PASTE.

CALVERT'S CARBOLIC TOOTH

POWDER.

CUTICURA SOAP.

KEYSTONE BEEF WINE.

H. BUTTONEE,

5, D'Aguilar Street,

and

22, Elgin Road, Kowloon.

Hongkong, 29th September, 1900.

2536

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA

HOLLIDAY, WISE & CO.

Hongkong, 18th September, 1898.

2724

NOTICE TO MARINERS.

No. 121 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

DANGEROUS SHOAL TO EASTWARD

OF THE GREAT YANGTZE BANK.

NOTICE is hereby given that Captain W.

JAMIESON, of the S.S. Chiquen, reports

that this vessel, when in latitude 32° 10' North

and longitude 125° 10' East (approximate), and

drawing 20 feet, struck something, causing her

to heel slightly.

As this position is practically the same as

that in which the

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY THE GOVERNOR (SIR HENRY BLAKE, G.C.M.G.).

HIS EXCELLENCY Major-General GASCOIGNE, C.M.G. (Commanding the troops).

The Hon. J. E. STEWART LOCKHART, C.M.G. (Colonial Secretary).

The Hon. W. MEIGH GOODMAN, Q.C. (Attorney-General).

The Hon. A. M. THOMSON (Colonial Treasurer).

The Hon. R. D. ORMSBY (Director of Public Works).

The Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. BASIL TAYLOR (Acting Harbour Master).

Hon. A. W. BREWSTER.

Hon. C. P. CHATER, C.M.G.

Hon. Dr. Ho KAY.

Hon. J. FRUHLBERG.

Hon. B. M. GRAY.

Hon. W. E. A. YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Council).

THE HON. F. H. MAY TAKES THE OATH.

The Hon. F. H. MAY, who during the absence of the Hon. G. H. Stewart Lockhart, was Acting Colonial Secretary, was sworn in on his re-appointment as a member of the Council.

FINANCIAL.

The Colonial Secretary laid on the table Financial minutes Nos. 46 to 53, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was carried.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 15) and moved its adoption.

The Colonial Treasurer seconded, and the motion was carried.

PUBLIC WORKS COMMITTEE.

The Director of Public Works laid on the table the report of the Public Works Committee (Nos. 4 and 5).

The estimates—THE PROSPEROUS CONDITION OF THE COLONY.

HIS EXCELLENCY the Governor said: In laying the estimates on the table, I have to congratulate you on the prosperous condition of the Colony as disclosed in the figures to be laid before you. The period embraced within the past twelve months has been one fraught with momentous issues to the British Empire.

The carefully planned attempt to subvert British supremacy in South Africa has happily been frustrated, and I congratulate this Colony upon the generous contribution of over \$153,000 in response to a call for funds for the families of the soldiers and sailors engaged in the serious South African War, now rapidly drawing to a successful conclusion. Nor can we close our eyes to the gravity of the present position in the North of China, where a fanatical anti-foreign movement, originating with the Boxer Society, was ultimately joined by the Imperial troops. The Foreign Settlements of Tientsin were attacked, large numbers of foreign missionaries and native Christians have been murdered under circumstances of horrible barbarity, and for eight weeks the Legations of all the Foreign Powers in the Legation were closely besieged by Chinese soldiers, aided by Boxers. The capture of the Taku Forts, the Chinese city of Tientsin, and of Peking was not effected without loss of life and destruction of property, and now the Allied Forces are in full possession of the capital, while it was yet to be decided what retribution shall be exacted from the Chinese Empire for these sanguinary murders and the gross violation of the universal inviolability of diplomatic Missions. The present effect of this position upon Hongkong is to increase its income. Large numbers of transports have been sent to the Port bearing troops of all nations, and money has been sent down from China to be invested under the eye of British security in the Colony, and the gold coins are taxed to their utmost capacity for the storage of merchandise. But it must be remembered that this apparent plethora of business is caused to a great extent by the unreadiness of Chinese buyers to take delivery in consequence of the uncertainty of the trade conditions in the interior, and we must look forward to possible diminution in the volume of trade during the ensuing year. I regret to say that during the present year we have again been visited by a serious epidemic of plague, the number of cases up to the present being 1065, and number of deaths 1007, or 94.5 per cent. I have directed that returns similar to those of last year shall be prepared, in the hope that ultimately the comparison of returns may afford some clue to the conditions especially favourable to this scourge. I can vouch for the activity of the Sanitary Board, but say nothing that has been done appears to affect the high death rate of those stricken with the disease. The systematic killing of rats has been actively carried out since the year up to the present 40,500 have been destroyed. It is possible that this may account for the diminution of the number of cases as compared with last year. The condition of the New Territory is satisfactory, and the people now realize the benefits of effective protection of life and property. The collection of land revenue has been delayed owing to the necessity of having an accurate survey of the land occupied, and the determination of rights of occupancy, on which subject many conflicting claims have been entered. The survey is being rapidly carried out by a staff of surveyors, by the Indian Government, and the Land Court has been established, which will begin its operations in November. The main road projected for easy access to the New Territory in all weathers has now been completed to deep water in Mts Bay, north of Shatin, and will be pushed forward to Tai Po Hui during the coming year. The estimated revenue for 1901 is \$8,999,340.00 and the estimated expenditure \$8,894,270.29 making a deficit of \$105,069.71. These figures do not include an estimated surplus in hand at the end of the current year of \$46,507.09. Having regard to the great uncertainty of the China trade in the immediate future, it is desirable to have a substantial balance in hand, and in considering the Public Works extraordinary submitted in the estimates it must be further borne in mind that a large expenditure on Sanitary Works may become necessary. I therefore invite you to scrutinize carefully the Public Works extraordinary that will be submitted to you. In the meantime plans of all these works have been prepared and will accompany the estimates, when submitted to the Secretary of State, so that no time shall be lost in carrying out the Works finally approved by him. I am happy to inform you that the plans of the New Territory have been finally approved and the foundations are being proceeded with, and the long deferred Jubilee Road round Mount Davis will be undertaken by private contractors without delay. The extensive public and private works now in progress or projected, involving the expenditure of many millions of dollars, may however exhaust the available supply of labour and modify our estimate of the time in which proposed public works may be completed. The following Bills will be submitted to you:

A Bill entitled an Ordinance to apply a sum not exceeding three millions three hundred and eighty thousand one hundred and thirty-four dollars and twenty-nine cents to the Public Service of the year 1901.

A Bill entitled an Ordinance to consolidate the Laws relating to the Post Office.

A Bill entitled an Ordinance to provide more effectual means to ensure the observance, by those in charge of steam launches, of reasonable precautions against piracy and robbery.

A Bill entitled an Ordinance to amend the law with respect to the Jurisdiction exercisable in cases relating to the Receipt or Possession of Stolen Property.

A Bill entitled an Ordinance to extend the operation of such of the Laws of this Colony as are not at present in force in the New Territories to a certain portion of such Territories.

A Bill entitled an Ordinance to further amend the Law Ordinance, 1887.

A Bill entitled an Ordinance to amend the Widows and Orphans Pension Fund Ordinance, 1900.

I commend them to your careful consideration and I earnestly hope that the shadow of disturbance that now broods over the Far East may pass away, after such a settlement as will insure to all men security for person and property, when peacefully pursuing their lawful avocations. (Applause.)

FIRST READINGS.

The following Bills were read a first time:—

A Bill entitled an Ordinance to apply a sum not exceeding three millions three hundred and eighty thousand one hundred and thirty-four dollars and twenty-nine cents to the public service of the year 1901.

A Bill entitled an Ordinance to consolidate and amend the laws relating to the Post Office.

A Bill entitled an Ordinance to provide more effectual means to ensure the observance, by those in charge of certain steam launches, of reasonable precautions against piracy and robbery.

A Bill entitled an Ordinance to amend the law with respect to the Jurisdiction exercisable in cases relating to the receipt or possession of stolen property.

A Bill entitled an Ordinance to extend the operation of such of the laws of this Colony as are not at present in the New Territories to a certain portion of such New Territories.

A Bill entitled an Ordinance to further amend the Law Ordinance, 1887.

A Bill entitled an Ordinance to amend the Widows and Orphans Pension Fund Ordinance, 1900.

ADJOURNMENT.

The Council adjourned until Monday week.

MEETING OF THE FINANCE COMMITTEE.

THE KOWLOON WATER SUPPLY.

A meeting of the Finance Committee was held immediately after the Council meeting, the Colonial Secretary presiding.

The following votes were approved:—A sum of forty-seven thousand three hundred and eighty-eight dollars and fifty-eight cents (\$47,388.58), in aid of the following votes (Public Works Extraordinary):—

Sai Kung Police Station 8,500.00

Stanley Inlet Police Station 5,471.38

City of Victoria and Hill District

Water Works 15,000.00

Survey of New Territory 15,000.00

Rifle range, Tai Hang 416.60

Gael Extension 5,000.00

Total 847,388.53

A sum of eight thousand one hundred and thirteen dollars and ninety cents (\$8,113.90) to cover the cost of the re-construction of the Pier at Shum Shi Po.

A sum of one thousand dollars (\$1,000) in aid of the vote "Maintenance of Telegraphs."

A sum of seventy thousand nine hundred and eighty dollars (\$70,980) to cover the cost of construction and chartering of Steam launches, &c., for the use of the New Territory.

A sum of three hundred dollars (\$300) in aid of the vote "Incidental Expenses in the Supreme Court."

A sum of eight thousand and nine hundred dollars (\$8,900) in aid of the following votes:—

Government Civil Hospital 86,900.00

Medical Comforts 350.00

Fuel and Light 500.00

Washing 400.00

Incidental Expenses, Furniture &c. 250.00

New Territory 500.00

Medicines 500.00

Total 88,900.00

This vote was agreed to on the understanding that the question of the fees paid by private patients should be considered.

The Governor recommends the Council to vote a sum of two hundred dollars (\$200) to defray the salary of a Clerk during the current year in connection with the census of 1901.

A sum of four thousand and five hundred dollars (\$4,500) in aid of the vote "Maintenance of Waterworks, Kowloon."

On the vote with regard to the Kowloon Waterworks being brought up,

The Hon. C. P. CHATER said that probably the Chairman had read the statements made at the Sanitary Board meeting with regard to the water supply at Kowloon. Complaints were numerous, and he was informed that not only had people to pay for water which they did not get but they had to pay for air. He was told that the meters registered air, and that they had registered air as water to such an extent that householders had had to pay for using water, and that the quantity allowed when they had not used any water at all.

The CHAIRMAN said that the explanation of this vote was that the expenses in connection with the Kowloon water supply had been exceptionally heavy this year. The two pumps had been repaired at a cost of \$2,150.

The Director of Public Works said he should be glad to have the opportunity of replying to the statement as to the registering of air. It was simply impossible for a meter to register air for water unless the tap was left open. It had come to his knowledge that many people at Kowloon had been in the habit of leaving their taps open at night. They had had a great difficulty in keeping up the water supply in Kowloon. The principal reason was the enormous increase in population, and then the breaking down of the pumps had given them an immensity of trouble. Pumping had to go on throughout the 24 hours. It was most wasteful for people to leave their taps open all night, and he threatened to prosecute offenders in the future. If the meters of people who wasted water in this manner registered air all he could say was that it served them right. The only complaint, however, which he had had in regard to this matter was one in which \$1.80 was paid by the occupants of a whole terrace because the water represented as having been used by them was in excess of the quantity allowed.

parently air goes through the meters and is registered as water. It is necessary to have an additional pump the Council would not hesitate to approve a vote. It has been the invariable rule of the unofficial members of this Council never to obstruct any vote for water. On the contrary, they had been the people who had been pushing on other people, and apparently the Government had not gone on as rapidly as they would have liked to see them go.

The CHAIRMAN—It is equally the desire of the Government to have the water supply of Kowloon placed on a satisfactory footing, and honourable members will find on consulting the estimates that there are very large sums in reserve with a view to carrying on the works. Unfortunately works of that kind take time. I think it will be possible to improve the water supply until the water-works are completed. That is a matter which is engaging the attention of the Director of Public Works.

The Hon. C. P. CHATER said that the trouble had been that the staff had been too small. They had not had enough men to carry out the work in connection with the water supply. The unofficial members had pointed out that the staff of the water works was far below what it should be.

The CHAIRMAN—If that is the case no doubt the unofficial members are quite right in bringing the matter forward. I shall take steps to ascertain whether the staff is undermanned, and if it is it is only right it should be brought up to a proper footing.

The CAPTAIN SUPERINTENDENT OF POLICE pointed out that previous to the extension of the boundary of Kowloon there were only two places where they could store water, and the boundary was only extended a little more than a year ago. The water works at Kowloon were only of medium capacity. People said, "Why not make large storages of water?" He would remind them that they could not get into the Empire of China to do this. As soon as the hills behind Kowloon became British territory steps were taken to provide for the construction of such reservoirs as would ensure an adequate supply of water. They could not get water out of stone.

The DIRECTOR OF PUBLIC WORKS said that almost immediately after the British took possession of the New Territory he went out with another official, and they found a stream which they could tap and bring into Kowloon. They laid a pipe and within a few months the water supply of Kowloon was increased by 50 per cent.

He and Mr. Gibbs and Mr. Chapman then examined a site for a reservoir, and a scheme was drawn up which was now under the consideration of the consulting engineer at home. The scheme, however, would take two or three years to carry out. There had been no delay on the part of the government, who had never refused him money to carry any works on.

Answering the Hon. C. P. Chater, the DIRECTOR OF PUBLIC WORKS assured him that though the construction of the water works at Kowloon would occupy three years arrangements could be made in the meantime to increase the water supply for Kowloon.

This was all the business.

HONGKONG VOLUNTEER CORPS.

SHOOTING COMPETITION BETWEEN THE DOCK DETACHMENT AND THE "C" MACHINE GUN COMPANY.

A challenge having been issued by the Dock Detachment of the Field Battery to the "C" Machine Gun Company for a shooting match 10 men a-side and accepted by the latter unit, the competition came off on the 30th ultimo.

After a close trade, ended in a win for "C" company by 12 points. The winners were 9 points behind at 200 yards but drew level and made a lead of 7 points at 400, afterwards adding 5 more at 500 yards. Refreshments were provided by the Dock team, to whom a vote of thanks was passed at the close by the winners. Aggregate and best individual scores are appended:—

	200 yds.	400 yds.	500 yds.	Total.
"C" Machine Gun Company	263	289	225	777
Dock Detachment Field Battery	272	273	220	765

"C" Company, top scores:—

Sergt. Smille	27	32	32	91
Gnn. Shoelbred	29	34	31	94
Gnn. H. Gidley	29	34	34	97
Bomb. Glyn	27	26	26	79
Corpl. Sherwin	25	30	23	78

Dock Detachment, top scores:—

Gnn. Lapsley	31	33	31	95
Gnn. Stewart	31	29	30	90
Gnn. Baldwin	26	32	27	85
Gnn. Ratney	29	28	28	85
Corpl. White	27	30	25	82

THE CHINA LEAGUE.

Since the inaugural meeting of the China League, which was held under the presidency of Mr. Yerburgh, M.P., June 23, little has been heard of the progress of the movement, says the *Lat. and C. Express*, and politicians had begun to wonder in what form the dormant activity of the Organising Committee would first manifest itself. As might have been anticipated, the initial step is an appeal for subscriptions. In explaining the objects of the League the circular says that for some time past those most conversant with the matter felt that the commercial and political interests of Great Britain in the Far East do not receive the attention they deserve at the hands of the leading public men of this country. This indifference the committee attribute in a great measure to a failure to appreciate the gravity of events during the last few years, and the all-important bearing they may have on the prosperity of the commercial and industrial classes of the United Kingdom. "But," they add, "it is only a reflex of what is entertained by the country at large. The magnitude of the problem, the want of precise information as to the issues involved, and the fear of foreign complications have combined to produce an acquiescence in the attitude of successive Governments, which has hitherto been essentially a policy of waiting on events. This policy, it is submitted, will inevitably lead sooner or later to the very complications it is desired to avoid, or else to the abandonment of our commercial rights in China. The committee point out, for instance, that under this policy Russia was able to get possession of Port Arthur, and with it the practical control of the whole of Manchuria—an area of over 300,000 square miles. The import of foreign goods into Manchuria is estimated at over 3,000,000 sterling. Nevertheless, if this part of China is placed under the control of a whole territory because the water represented as having been used by them was in excess of the quantity allowed.

The Hon. C. P. CHATER—If an individual does not get any water the only thing he can possibly do is to keep his tap open so that he may catch some. Some tenants had absolutely no water.

The Hon. R. D. ORMSBY questioned this.

The Hon. C. P. CHATER—That is what I am told, and to get some water they keep the pipes open, and when they do keep the pipes open ap-

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the thirty-fourth Ordinary Meeting to be held on Tuesday, the 23rd October, at noon.

The directors have now to lay before the shareholders the accompanying statement of accounts for the year ended 30th April last.

The net premium amount to \$1,150,004.06 and the working account shows a balance at credit of \$476,862.64, which sum the directors recommend be appropriated in the following manner:—

A dividend of 16 per cent. to shareholders (\$4 per share) \$ 96,000.00

A dividend of 15 per cent. on contributions, payable to all contributors of business whether shareholders or not 125,000.00

To be carried to new account 255,862.64

\$476,862.64

DIRECTORS.

Messrs. A. Haupt and P. Sachse retire by rotation and offer themselves for re-election.

The annexed accounts have been audited by Messrs T. Arnold and H. U. Jeffries, who offer themselves for re-election.

A. J. RAYMOND, Chairman.

Hongkong, 23rd September, 1900.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 30TH APRIL, 1900.

	\$	c.
Fixed deposits with banks	295,000.00	
Invested in mortgages of properties	222,500.00	
In Hongkong	125,257.66	
In Melbourne	7,000.00	
Bonds of Chinese Imperial Government	782,787.96	
Loan 1890, 142 bonds at 100, 250 = 14,200.00		
35,500	46,192.41	
Hongkong and Kowloon Wharf and Godown Co., Limited, debentures	150,000.00	
Shanghai Waterworks Co., Ltd., debentures	2,475.45	
Shanghai and Hongkong Wharf Co., Limited, debentures	50,273.57	
London branch:		
Cash in hand	\$165,921.52	
Investment account	\$21,723.25	
Fixed deposits with banks	90,000.00	
Remittances in transit	9,388.61	
Autoclimate branches:		
Cash in hand, in course of collection, and on fixed deposit	119,324.40	
Shanghai branch:		
Cash in hand, in course of collection, and on fixed deposit	68,655.54	
Yokohama branch:		
Cash in hand, in course of collection, and on fixed deposit	21,302.89	
Interest account, interest payable	12,701.04	
Furniture at head office and branches	5,216.35	
Sundry debtors	22,790.70	
Sundry liabilities	\$2,200,150.16	
Capital subscribed	\$2,000,000.00	
Paid up 825 on 21, 10 shares	690,000.00	
Reserve fund	300,000.00	
Dividends outstanding	128,100.00	
Exchange fluctuation account	145,233.97	
Sundry creditors	167,104.05	
Profit and loss account	476,862.64	
	\$2,200,150.16	

WORKING ACCOUNT.

	\$	c.
To losses, less re-insurances, return premia and commissions	694,309.00	
To charges, survey fees, &c.	26,214.02	
To directors' and auditors' fees and office and branches	22,552.50	
To profit and loss account	476,862.64	
	\$1,449,898.54	

By premium, less re-insurances, return premia and commissions	1,150,004.06
By interest	57,171.16
By transfer fees	168.07
By amount brought forward from last year	262,555.85
	\$1,449,898.54

RESERVE FUND.

To balance on 31st August, 1899	\$900,000.00
Interest account	\$900,000.00
By balance on 31st August, 1899	\$900,000.00
	\$900,000.00

CANTON INSURANCE OFFICE, LIMITED.

The following is the report for presentation to the shareholders at the Nineteenth Ordinary General Meeting, to be held at the offices of the General Agents, on Saturday, the 13th October, at noon.

The General Agents and Consulting Committee beg to submit to the shareholders the final accounts for the year 1899 and an estimate of the present year's working to the 30th ultimo.

1899 ACCOUNT.

The result of the year's working is a credit balance of \$182,053.70, out of which and with the approval of the shareholders it is proposed to pay a dividend of 24 per cent. (= \$12 per Share) to shareholders, the balance \$62,053.70 to be carried to the current year's account.

1900 ACCOUNT.

This account shows an estimated balance at credit of \$597,442.

CONSULTING COMMITTEE.

Owing to the lamented death of Mr. H. L. Dalrymple, who had been a member of the Consulting Committee for 27 years, and the resignation of Mr. E. Shollim, Messrs. J. H. Lewis and D. M. Moses were invited to and accepted the seats rendered vacant. These appointments require the confirmation of shareholders. The Hon. C. P. Chater, C.M.G., Messrs. D. Gillies, F. Maitland, J. H. Lewis and D. M. Moses retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Fullerton Henderson and W. H. Potts, whose re-election is recommended.

JARDINE, MATHESON & Co., General Agents.

Canton Insurance Office, Limited.

Hongkong 1st October, 1900.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1899.

	\$	c.
Capital subscribed	\$2,500,000.00	
Amount paid-up	500,000.00	
Reserve fund	1,150,000.00	
Outstanding dividends	4,154.00	
Outstanding losses	907.3	

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of Members of the above Club will be held in the CRY HALL on SATURDAY, the 13th October, at 3.30 P.M.
By Order.

T. F. HOUGH,

Clerk of the Course.
Hongkong, 29th September, 1900. [2558]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held in the CRY HALL on SATURDAY, the 13th October, at 3.45 P.M., for the purposes set forth in the Notices that are being posted to the Members.
By Order.

T. F. HOUGH,

Clerk of the Course.
Hongkong, 29th September, 1900. [2559]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 23rd instant, both days inclusive.
By Order of the Board of Directors.
H. P. WADMAN,
Acting Secretary.
Hongkong, 2nd October, 1900. [2557]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

THURSDAY,

the 4th October, 1900, at 2.30 P.M., at his Sales Room, Duddell Street.

A QUANTITY OF

HOUSEHOLD FURNITURE of every description.
(Particulars can be seen from Catalogue).

Also

1 JAPANESE RICKSHA.

On View from Wednesday, the 3rd Oct. Catalogues will be issued.
TERMS:—As Customary.

GEO. P. LAMMERT,

Auctioneer.
Hongkong, 2nd October, 1900. [2560]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILONG."

Captain Bathurst, will be despatched for the above port TO-MORROW, the 3rd inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPELLE & CO.,
General Managers.
Hongkong, 1st October, 1900. [2554]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SARNIA."

Captain Schlaefke, will be despatched for the above ports TO-MORROW, the 3rd inst., at NOON.

This steamer carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO.,
Agents.
Hongkong, 1st October, 1900. [2555]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"OLDENBURG."

OF THE NORDDEUTSCHER LLOYD.

Captain H. Prager, due here with the outward German Mail about the 3rd Oct., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO.,
Agents.
Hongkong, 2nd October, 1900. [8]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Allégre, will be despatched for the above ports on or about SUNDAY, the 7th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd October, 1900. [2]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex. as. Duoro, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 1st inst., at 11 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 8th instant, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 1st October, 1900. [2]

NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA.

(SOCIETA' RIUNITA FLORIO AND RUBATTINO).

FOR NAPLES AND GENOA (DIRECT).
Taking through cargo to BARCELONA with transshipment in Genoa.

THE Company's Steamship

"SINGAPORE."
Captain Pizzarello, will be despatched for the above ports on MONDAY, the 8th October, at Noon.

The steamer has superior accommodation for First and Second Class Passengers.

A fully qualified surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to CARLOWITZ & CO.,
Agents.
Hongkong, 2nd October, 1900. [7]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"MENMUIR."
Captain R. W. Almond, will be despatched as above on MONDAY, the 8th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd October, 1900. [2561]

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO AND GENOA, also

VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to

CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."
Captain Sartorio, will be despatched as above on THURSDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,
Agents.
Hongkong, 2nd October, 1900. [7]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"SARNIA."
Captain Schlaefke, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 1st Oct.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 8th October.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.
Hongkong, 1st October, 1900. [2556]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET, CALCUTTA.

Telegraphic Address: A.B.C. Code.
"MAHOGANY" Calcutta. 4th Edition used.

THE STANDARD INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.

PRICE, complete, with accessories for Billiard, Rs. 1,450, packed.

SPECIAL ADVANTAGE—

We take all RISKS against Breakage.

Send for our latest PRICE LIST
To Hongkong Daily Press Office. [2123-2]

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.

Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits.

Price \$5.50 per Case of 48 Pints.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS.

No. 11, LES YUEN STREET, EAST.

Hongkong, 25th July, 1900. [2074]

PUBLIC COMPANIES

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE, on 5th October, to the undersigned at the Registered Offices of the Company, 33 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 11th October, 1900, at NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1899 and for the half-year ending the 30th June, 1900, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to 11th October, both days inclusive.

By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 21st September, 1900. [2470]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12 O'CLOCK (NOON), on SATURDAY, the 13th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd instant to the 13th proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Canton Insurance Office, Limited.
Hongkong, 25th September, 1900. [2489]

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2534]

HONGKONG ELECTRIC COMPANY, LIMITED.

TENDERS are invited for the Allotment of the Unissued balance of New Shares (4104 Shares). Dollars Five per Share paid up, PAYABLE on the 1st November, 1900.

Tenders will be received up to the 20th of October. No Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2535]

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 4th October, at 5 for 5.30 P.M., precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th September, 1900. [2537]

W. B. REWELL & CO.

NEW BOOKS.

Bretschneider's Revised Map of China \$ 6.50
European Settlements in the Far East 3.50
China of To-day: The Yellow Peril, Parts 1 and 2 35
Strand Magazine, Volume for 1900 4.00
Windsor Magazine, Volume for 1900 3.50
The Imperial Pocket of 24 London Views 1.00
The Imperial Pocket of 24 London Views South Africa, by Prof. Mackenzie and Stead 6.50
The Siege of Ladysmith in 120 Pictures Volumes 7, 8 and 9 of Navy and Army Illustrated—Surplus Stock reduced price \$10 for 8.00

The Father Confessor, by Shorter 1.50
A Prince of Swindlers, by Boothby 1.50
The Belle of Toorale, by Horning 5.00
China the Long-lived Empire, by Mrs. Seidmore 9.50
The Overland to Chi, a by Coleman 9.50
New Stock Egyptian and Wills' Cigarettes, 25 & 25, Queen's Road, Hongkong. [31]

FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING REQUISITE.

Wm. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 22nd September, 1900. [1213]

DR. NOBLE,

DENTAL SURGEON.

HAS returned to the Colony and RESUMED PRACTICE.

Hongkong, 19th September, 1900. [2453]

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED \$1,125,000
PAID-UP \$562,500
RESERVE FUND \$30,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

On Fixed Deposits:—
For 12 months 4 1/2 %
" 6 " 4 %
" 3 " 3 1/2 %
J. THURBURN,
Manager, Hongkong. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 % per annum.

Depositors may transfer at their own balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [13]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE 2,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
N. A. SIERS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq., J. A. Raymond, Esq., Hon. R. M. Gray, B. L. Richardson, Esq., A. Haupt, Esq., P. Sachs, Esq., Hon. J. J. Kewick, H. W. Slade, Esq., D. Meyer Moss, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL \$1,000,000
PAID-UP CAPITAL \$324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq., D. GILLIES, Esq., CHOW T. SHANG, Esq., J. T. LAU, Esq., CHOW T. SHANG, Esq., J. T. LAU, Esq., CHOW T. SHANG, Esq., J. T. LAU, Esq.

CHIEF MANAGER, GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.
Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Tainan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Pusan.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account 4.75% per annum

" Savings Bank 5.45% " " "

On Fixed Deposits:—
For 3 months 6% per annum
" 6 " 6 1/2% " " "

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,
Manager.
Taipei, 1st August, 1900. [290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL over \$210,000
RESERVE LIABILITY OF SHAREHOLDERS fully \$425,000
2635,000

HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore

AGENCIES: Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts 2 per cent

" Fixed Deposits 3 " 4 " 5 "

" Do 6 " 7 " 8 "

" Do 12 " notice 5 "

The

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.
PAUL BREWITT.
 2, Zetland Street, Auctioneer, Appraiser and Commission Agent.
HUGHES & ROUGH.
 Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.
V. I. REMEDIOS.
 Auctioneer, Appraiser and Agent, 8, Queen's Road Central.
BOARD AND LODGING
THE WESTERN HOTEL.
 Excellent Accommodation, \$2.50 per day. 90 and 92, Queen's Road West.
BOOKBINDING
"DAILY PRESS" OFFICE.
 The only office in China having European taught workmen. Equal to Home Work.
BOOKSELLERS AND STATIONERS
W. BREWER & CO.
 Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).
BUILDERS
KANG ON.
 Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
 Mechanics engaged, Estimates given.
CHEMISTS, DRUGGISTS, &c.
THE PHARMACY.
 10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.
THE VICTORIA DISPENSARY.
 Chemists and Druggists, High-class Aerial Waters, Dealers in Photography Requisites, Queen's Road.
WATKINS, LD. APOTHECARIES' HALL, 66.
 Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.
CURIO DEALERS
KUHN & KOMOR.
 Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.
KWONG HING.
 China Porcelain, Crockery Ware, 59a, Queen's Road Central.
DENTISTS
WONG HONG.
 Surgeon Dentist, 50, Queen's Road Central.
WONG TAI PONG.
 Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.
DRAPERS
EBRAHIM ELIAS & CO.
 Milliners, Silk Mercery, Haberdashers. Low Prices, 37, 39, Wellington Street.
SEE WOO.
 Tailor, Draper and Outfitter, 67 and 69, Queen's Road.
FLOUR
SPERRY FLOUR COMPANY.
 Proprietors of the following Celebrated Brands of Flour:—"Sperry's xxx," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
WILLIAM WHITLEY, Manager.
FURNITURE WAREHOUSEMEN
A. CHEE & CO., Established 1859.
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 Hongkong, 16th August, 1900. [2216]

OUR PARIS LETTER.

Paris, 1st September.
 The difficulty of how to deal with China in the absence of all government, save Li Hung-chang, seems almost insuperable. But that France considers to be no reason for the allies to rest with folded arms. Every day there are more and more hints that the allies will never agree upon a common solution. Russia will never renounce her gains, nor the desire for fresh ones, while France will follow in the wake of Russia. Nor is it so certain that Germany will forego the temptation of extending her Colonial Empire at the expense of China. Japan and England will be compelled to march in the track if they do not want to be left out in the cold. It will not do for England to indulge any more in diplomatic platitudes, reeled off in the high falutin style. She will be forced to adopt the policy of material guarantees, leaving certain regions—"convey the wise it call." The open door is highly approved of by allies who have secured their slice of the loaf, their territory, and who decline to allow any foreigner to enter therein. Who will fight Russia, Germany and France for the open door programme? Beyond doubt the belief that China can be resuscitated grows weaker. She can be protected for the benefit of her protectors. An international army is a possible thing, but give each of its units the revolutionary interest in what they are required to guard. That is the idea of profit-sharing with the allies. The Chinese will not be given the chance to develop into a military and naval power any more. They have wrecked the experiment. Why joke then over what cannot be recognised? The allies will try and keep the cauldrons from mutually devouring each other, and so give confidence to foreign traders. The Chinese have hoards of hidden wealth; seek some painless form of extraction—a dentist can give the straight tip—by which that wealth under the name of taxes can be put into circulation. It is becoming clearer that the French do not stomach being commanded by a German, and Field Marshal von Waldersee will not have a bed of roses on which to repose. If an ally or two dissent from his plans, what way can he enforce obedience? Will German interests be his chief love? Why not?
 This is still the silly reason, so the invasion of England by France has its counter corrective in the invasion of France by England. Some say 100,000 red pants ones would be sufficient to arrive at the Bank of England, the better informed say 50,000 soldiers would be sufficient. But first catch your hare. How are they to land? That hatred of England exists as a time honoured disease in France is true, that it will never die out is certain; that in return England views the French with absolute indifference, and something akin to contempt is also true. But the British Empire will never attack France unless her Government backs up an insult, and they are too prudent to incur that risk. The French Government know that France alone has not the resources nor the unity to declare war against England. If the latter had one hand tied the matter was feasible, or if two or three of the Powers made a raid on the British Empire, France would be in the front line. But England could raid also. France has two chain-bells that will ever keep her level-headed; obligatory military service and the smouldering commune. Hence all the writing up of scare-paragaphs about France buying up all the coal in the United States, constructing sub-marine boats, &c., should be accepted *cum grano sale*. Why the French are now in the doldrums, caused by the English Admiralty launching the first of its torpedo boats, far superior to those built by France, while the Gauls concluded My Lords of the Admiralty were asleep, behind the age. Other surprises are; that while the population of France is 35 millions at best, that of Britain has risen to 44 millions. The true policy of England is never to mind the French—save when it is necessary to catch them, hand in the sack, as at Fashoda. Bear in mind, France has to indulge ever in the Cambysean vein for home consumption. She is only responsible for her actions. Let England keep up a supply of Long Toms, Maxim guns, teach her soldiers scouting work, and shooting under cover, avoid attacking batteries on capture and marching in close Indian file order to effect trenches, and all will be well. Then England may defy invaders and select allies.
 Russia is in the market again for money; she wants only a little loan—some 20 millions of francs—and of course looks to the French deep stocking to obtain it. She will get it, but on the distinct understanding that France will be materially assisted if necessary to help herself to a bit of old China. To whom will fall Focoulo, that important dockyard France has long coveted? But she has indicated the way to bar herself out? If England is suspected to have an eye on any special spot, and sends a gunboat there, the French will do the same. England can thus give a Roland for the Oliver. Britain is not likely to allow matters now to pass so tamely henceforth: she is able at last to detach some regiments from South Africa to China.
 Much importance is attached to the annual meeting of the Associated English Chambers of Commerce, which comes off here, on the 4th inst., the anniversary of the Fall of

the Second Empire. There will be 300 delegates and 200 invitees who will come to Paris. Lord Avebury (Sir John Lubbock) will preside, assisted by Mr. Barclay, the President of the English Chamber of Commerce at Paris. The authorities afford the warmest welcome to the visitors; fêtes will be held in their honour. The gathering will do much to prove that there is no hostility on the part of England to France. But it would be an error to expect the association can effect any change in the fossilised Toryism of commercial principles that now dominate the French trading classes. At the same time there is a large minority in favour of more liberal ideas, but they are only voices crying in the wilderness.
 The life of the Exhibition will not be prolonged; the day of its death was fixed at the moment of its conception. To keep the fair open during November would be folly; rheumatism and bronchitis forbid. The show has succeeded fairly, save in paying its way. "Glory" perhaps will meet the loss on the balance sheet. It has not made mankind brothers all the world over. Nor will the Fair be able to come and lead the doxology. The Germans have reaped all the advantages possible for their country. But they laid themselves out to utilise it. Their government backed them up well, both in cash and influence. It was regrettable that the model catalogue of the German section was not also printed in English and French. It is stated that a full history of the role of Germany at the show will be printed in the three languages, with the names of the prize winners, which will be distributed practically gratis throughout the world. Many German exhibitors want to open a commercial museum in Paris for their industries; there is nothing to prevent their doing so. That will not prevent several new German houses being opened for trade in Paris; several will be established in the provincial cities, and will afford the easy payment system that the German banks command. That is a Sedan in futuro. Why do not the French try a commercial invasion of Germany—the road is all before them where to choose?

Statues to nonentities in France are as plentiful as blackberries; they will soon occupy all the best sites in the country. Really distinguished men are being overlooked. It was with the greatest difficulty that after years of collecting, the necessary funds were secured to raise a monument to Victor Hugo. At present the statue to Alphonse Daudet hangs fire, the cash does not come in; but 10,000 frs. have been collected. The sculptor none the less has set to work and counts upon the friends and admirers of the novelist to make a whip for the remainder. The model of the statue represents Daudet sitting, and melancholy, upon the knotted branch of an old olive tree, symbol of his native Provence. All is very simple. The monument will be erected in the square of St. Clotilde, near the new War Office, and in proximity to the residence where he passed so many years of his life. On the site of the late Mazas prison, three new streets of first-class houses have been erected and occupied. But the Municipal Council have not baptised them; they disagree over suggested names. "Marchand" might do for one of them; he is a handy man.
 The women have since two months held in the American Pavilion at the Exhibition weekly "Councils," each lasting four hours. Madame Swall organises the gatherings, which are international in character. The ideas have been fairly supported. Masculine orators understand internationalism as the levelling of the political and religious ideals of peoples and the unification of their moral characteristics. To attain this end they oppose hatred to hatred. The ladies on the contrary preach toleration—therein resides the difference in their internationalism. But they are divided; they will not fight animosity by hostility, nor extend toleration to adverse opinions. Diversity is progress, so stands in no need to be tolerated. To-day woman is instructed and knows the new wants of life and of civilisation. It is her duty to conserve her special characteristics; to prevent her disappearance through decadence.

The Mayors of France—36,000 in number—are all invited by the Home Minister to a grand déjeuner—rather than dinner on the 22nd September—on the terrace of the Tuilleries garden, bordering the Rue de Rivoli. Not more than 15,000 invitations are expected to be accepted; the Mayors will come from the most distant parts of France, and the railways will carry them at half-price. But in any case it implies some personal expenditure and thousands of the village or hamlet Mayors are only simple labourers. There are 36,000 Communes in France, and each has its own Mayor, who represents the Government. The last fête that was given to the Mayors was an extraordinary sight. Many of the Mayors were clad as simple John Hedges, in wooden shoes and the calico blouses; but some of them had purses better filled than the Mayors in broad cloth. The last Mayors' banquet was to celebrate the triumph of the Republic; the present is to commemorate the New Century, the Exhibition, and the established constitution. It was a natural card to play.

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 Hongkong, 21st December, 1894. [623]

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 Hongkong, 25th September, 1900. [2490]

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DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	To-day.
LONDON	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 4th inst.
LONDON & C. VIA PORTS OF CALL	BRISOL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUEZ CANAL	GLORY	Brit. str.	—	Darke	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
BREMEN VIA PORTS OF CALL	HAMBURG	Ger. str.	—	Krech	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, & C.	BINGO MARU	Jap. str.	—	F. K. Davies	NIPPON YUSEN KAISHA	On 5th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, & C.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, & C.	SAXONIA	Ger. str.	—	Dachau	MESSAGERIES MARITIMES	On 8th inst. at 1 P.M.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jager	CARLOWITZ & CO.	On 8th inst.
HAVRE & HAMBURG	SARINIA	Ger. str.	—	Schaefer	CARLOWITZ & CO.	On or about 23rd inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 31st inst.
NAPLES & GENOA (Direct)	SINGAPORE	Brit. str.	—	Pizzarello	CARLOWITZ & CO.	On or about 10th Nov.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. ship	—	Hildebrandt	SHAW, TOMES & CO.	On 8th inst. at Noon.
NEW YORK	SACHEM	Brit. ship	—	R. Archibald, R.N.R.	SHAW, TOMES & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	MARIA DE LARRINAGA	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	On or about 4th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 15th inst.
VANCOUVER, VIA SHANGHAI, & C.	VICTORIA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C. & TACOMA VIA FOCHOW, & C.	HONGKONG MARU	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 16th inst.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINA	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 6th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	DORIC	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 13th inst. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 23rd inst.
Kobe & Yokohama	AWA MARU	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 26th inst. at 4 P.M.
NAGASAKI, YOKOHAMA & Kobe	SARINIA	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 19th inst. at Daylight.
NAGASAKI, Kobe & Yokohama	KASUGA MARU	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 18th inst. at Noon.
SHANGHAI & JAPAN	SYDNEY	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	On or about 6th inst.
SHANGHAI, NAGASAKI, Kobe & Yokohama	CHUSAN	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	On or about 7th inst.
SHANGHAI	OLDENBURG	Ger. str.	—	P. Pantou	DODWELL & CO. LIMITED	On or about 12th inst.
SHANGHAI, NAGASAKI, Higo & Yokohama	HAIPHONG	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	Quick despatch.
HAIPHONG	SWATOW, AMOY & TAIWAN	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-morrow, at 11 A.M.
SWATOW, AMOY & TAIWAN	TAMSAI MARU	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-morrow, at Daylight.
FOCHOW, AMOY & TAIWAN	AKASHI MARU	Jap. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 7th inst. at Daylight.
SAMARANG & SOERABAYA	NANCHANG	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 10th inst.
MANILA DIRECT	MEMPHIS	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-day.
MANILA & ILOILO	LEOZAPU	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	On 8th inst. at 5 P.M.
MANILA VIA AMOY	YUENSANG	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-day, at Noon.
MANILA, ILOILO & CEBU	KAPONG	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-day, at 5 P.M.
SINGAPORE & BOMBAY	MELBORNE	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-day, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	BOMIDA	Brit. str.	—	P. Pantou	DODWELL & CO. LIMITED	To-day, P.M.

SHIPPING.

ARRIVALS.
Sept. 30, 11 J. Ray, Amr. bark, 956, Kinston, Shanghai 24th September.—Order.
Oct. 1, LORIANA, British transport, 2,121, H. J. Wilson, Calcutta 14th September.
Oct. 1, YUENSANG, British str., 1,125, P. H. Hildebrandt, 25th September. General.
Oct. 1, ADAMANT, Portuguese cruiser, 1,800, Andra, Macao 24th September.
Oct. 1, ENIGMA, British str., 2,069, E. A. Chapman, 25th Sept. Calcutta.—BUTTERFIELD & SWIRE.
Oct. 1, LILLIBRICK, British steamer, 1,312, Lyons, 25th Sept. Calcutta.—BUTTERFIELD & SWIRE.
Oct. 1, HAARLEM, German str., 6,597, A. Krech, Yokohama 22nd Sept. and Shanghai 29th. Mals and General.—MELCHERS & CO.
Oct. 1, HONGKONG, French str., 742, Pannier, Haiphong and Rouen 30th Sept. General.—A. R. MARY.
Oct. 1, LOONGKON, German str., 1,345, P. Schütz, Shanghai 25th Sept. General.—SCHAUBER & CO.
Oct. 1, BRISOL, British str., 1,351, R. Pankham, Barry 15th Aug. Calcutta.—DODWELL & CO. LIMITED.

CLEARANCES.

At the Harbour Master's Office, 1st October.
Whampoa, British str., for Shanghai.
Yuenang, British str., for Amoy.
Pittsburgh, British str., for Surabaya.
Pronto, German str., for Chioho.
Nuen 2 ang, German str., for Taku.
Esmeralda, British str., for Amoy.
Longmoon, German str., for Canton.
Anping, British str., for Canton.

DEPARTURES.

Sept. 30, MUTRA, British transport, for Calcutta.
Sept. 30, DEIMA, German str., for Haiphong.
Sept. 30, CHOWANG, British str., for Canton.
Oct. 1, GUANBA, British transport, for Taku.
Oct. 1, KORA, Russian str., for Taku.
Oct. 1, LAOS, French str., for Shanghai.
Oct. 1, BERGALDA, British str., for Manila.
Oct. 1, LOONGKON, German str., for Canton.
Oct. 1, ANPING, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Argus, Vigilante, H.L.G.M.S. Tiger, Canton, Taiso, Leghorn, Hongkong Maru.
COSMOPOLITAN DOCK.—Stanfield, Hankow, Akashi Maru.

SHIPPING REPORTS.

The British steamer *Leghorn*, from Manila 25th Sept., had moderate to fresh N.E. winds and rough sea.
The British transport *London*, from Calcutta 14th Sept., had strong winds and heavy sea in the northern portion of China Sea.
The British steamer *Enigma*, from Sydney 9th Sept., had light variable winds early part of passage; strong N.E. monsoon 300 miles from Hongkong, with heavy sea and strong W.S.W. current, two and half miles per hour.
The German steamer *Longmoon*, from Shanghai 25th Sept., had fine clear weather, strong N.E. wind and heavy sea from port to port. On 30th Sept., at 1:30 p.m., passed the German transport *Gera* and three torpedo-boats.
The British steamer *Barry* 15th Aug., had sultry weather from Singapore to the south of the Paracels; first part strong wind from S.W. veering to the N.W.; very heavy rain. Assumed to typhoon passing west to the northward; slowed down until it moderated. On 25th N.E. monsoon set in, about 50 to 100 miles north of the Paracels, with strong and heavy sea.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
Norwood, British ship, Thos. Roy.—Order.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWAN.
THE Company's Steamship
"ANPING MARU."
Captain S. Atsuni, will be despatched for the above ports TO-MORROW, the 3rd Oct., at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 19th September, 1900. [1443]

VESSELS ON THE BERTH

FOR MANILA AND ILOILO.

THE Steamship
"LEGASPI."
Captain Iribar, will be despatched as above TO-DAY, the 2nd October, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to LIZARRAGA HERMANOS, Agents.
Hongkong, 27th September, 1900. [2529]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship
"KAIFONG."
Captain Pennefather, will be despatched as above TO-DAY, the 2nd October, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st October, 1900. [2493]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"YUENSANG."
Captain Rolfe, will be despatched as above TO-DAY, the 2nd October, at 5 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 29th September, 1900. [2533]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s accelerated line to TRIESTE.)
THE Company's Steamship
"MELPOMENE."
Captain C. Matcovich, will be despatched as above TO-DAY, the 2nd of October, P.M.
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 26th September, 1900. [6]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship
"NANCHANG."
Captain Finlayson, will be despatched as above TO-DAY, the 2nd October.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th September, 1900. [2475]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ALCINOUS."
Captain Pulford, will be despatched as above TO-DAY, the 2nd October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th August, 1900. [2278]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"TAMSAI MARU."
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 7th inst., at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 1st October, 1900. [15]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 5th Oct., at DAYLIGHT.
AWA MARU	Kobe and YOKOHAMA	FRIDAY, 12th Oct., at DAYLIGHT.
KASUGA MARU	NAGASAKI, Kobe and YOKOHAMA	THURSDAY, 18th Oct., at NOON.
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 19th Oct., at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 26th Oct., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, Kobe, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 1, 6, 9, and 12 months.
SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Polder Street.

Hongkong, 29th September, 1900. [9]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SAXONIA Capt. Jager Havre, Bremen and HAMBURG (via COLOMBO) On 8th Oct. Freight.
ASTORIA Capt. Hildebrandt NEW YORK VIA SUEZ CANAL About 15th Oct. Freight.
BAMBERG Capt. Jacobs Havre & HAMBURG About 23rd Oct. Freight.
SARINIA Capt. Schaefer Havre & HAMBURG About 31st Oct. Freight and Passage.
KONIGSBERG Capt. Schaefer Havre & HAMBURG About 10th Nov. Freight and Passage.
Capt. Schuler (London with transshipment in Hamburg) November. Passage.
* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRECHTAMPFER DIENST.
Hongkong, 21st September, 1900. [13]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	{ MALACCA E. G. Andrews	{ About 4th Oct.	{ Freight or Passage.
SHANGHAI & JAPAN	{ SOCOTRA T. H. Hilde, R.N.R.	{ About 6th Oct.	{ Freight or Passage.
SHANGHAI	{ CHUSAN C. D. Bennett, R.N.R.	{ About 12th Oct.	{ Freight or Passage.
LONDON & C.	{ BENGAL S. Barham	{ Noon, 13th Oct.	{ See Special Advertisement.

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 1st October, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Panton	October 16
BRASMA	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Trubridge	November 30

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other points on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,

General Agents.

Hongkong, 26th September, 1900.

[10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-America Line)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-America Line)	WEDNESDAY 23rd January, 1901.
SACHSEN	WEDNESDAY 6th February, 1901.
KIAUTSCHOU (Hamburg-America Line)	WEDNESDAY 20th March, 1901.

ON WEDNESDAY, the 3rd day of October, 1900, at Noon, the Steamship "HAMBURG" of the HAMBURG AMERIKA LINE, Captain Krech, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Slipping Orders will be granted till Noon on MONDAY, the 1st October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 21st September, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ASTORIA."
Capt. Hildebrandt, will be despatched as above on or about 10th October.
For Freight, apply to CARLOWITZ & CO., Agents.
Hongkong, 21st September, 1900. [2317]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PATROCLOS."
Captain Dickens, will be despatched as above on TUESDAY, the 16th October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th September, 1900. [2374]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ANAPA"
will be despatched for the above port on or about the 20th October, 1900.
For Freight, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, 25th September, 1900. [2497]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
THE Company's Steamship
"IDOMENEUS."
Captain Riley, will be despatched as above on TUESDAY, the 30th October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th September, 1900. [248]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 6th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 14th September, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

CORIN (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 28th September, 1900.

VESSELS ON THE BERTH

SAIL TO NEW YORK

THE Sailing Vessel "SACHEM" will sail for the above port on or about 30th September, 1900.

For Freight apply to SHEWAN, TOMES & CO. Hongkong, 17th September, 1900. [2429]

THE Steamship "MARIA DE LARRINAGA" will be despatched for the above port on or about the 6th October, 1900.

For Freight apply to DODWELL & CO., Ltd., Agents, Hongkong, 21st September, 1900. [2472]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 19th October.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 18th September, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th October, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 19th September, 1900. [3]

"GLEN" LINE OF STEAMERS.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship "GLEN" will be despatched for the above port on SATURDAY, the 27th October.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents, Hongkong, 28th September, 1900. [2542]

THE Underland GENERAL AGENTS

In China and Japan for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with IMPERIAL CHINA STEAMSHIP CO.'s fortnightly service between CALCUTTA, SINGAPORE, and CANTON.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 14th August, 1897.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE

ON MONDAY, the 8th October, 1900, at 1 p.m., the Company's Steamship "INDUS," Captain Duchateau, with Mail, Passengers, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Polyneste, which vessel takes on her Passengers and Mails, leaving that port on the 20th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 7th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 25th September, 1900. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 13th October, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 1st October, 1900. [1]

HONGKONG STEAMERS.

Akashi Maru, Jap. str., 974, Sadzaki, Sept. 30, M. B. Kaisha.

Aleutians, British str., 4,278, Palford, Sept. 30, Butterfield & Swire.

Anping Maru, Jap. str., 1,038, Asumi, Sept. 29, Mitsui Bussan Kaisha.

Babelsberg, Ger. str., 1,373, Rebeckmann, Sept. 21, East Asiatic Trading Co.

Bellerophon, British str., 1,312, Lyons, Oct. 1, Butterfield & Swire.

Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co.

Chowat, German str., 1,115, Morris, Sept. 28, Butterfield & Swire.

Chryseis, British str., 1,232, Messer, Sept. 27, Bradley & Co.

Cymbeline, British str., 2,150, Edward, Sept. 24, Standard Oil Co.

Energia, British str., 2,069, Chaplin, Oct. 1, Butterfield & Swire.

Fitzgerald, Brit. str., 2,588, Renton, Sept. 22, Dodwell & Co., Limited.

Germania, Ger. str., 1,714, Bendixen, Sept. 29, Jensen & Co.

Gloicester City, Brit. str., 1,400, Nilson, Sept. 26, Butterfield & Swire.

Haitong, British str., 738, Bathurst, Sept. 30, Douglas, Henderson & Co.

Hamburg, German str., 6,507, Krech, Oct. 1, Melchers & Co.

Hermes, Norwegian str., 849, Jensen, Sept. 26, Jardine, Matheson & Co.

Hongkong, French str., 862, Faugier, Oct. 1, A. R. Marty.

Hongkong Maru, Jap. str., 3,437, Filmer, Sept. 26, Toyo Kisen Kaisha.

Kaifong, British str., 1,244, Pennefather, Sept. 26, Butterfield & Swire.

Kong Beng, German str., 862, Fuchs, Aug. 23, Butterfield & Swire.

Leguay, American str., 563, Tribar, Sept. 23, Leguay, American str.

Lieke, German str., 1,238, Henemann, Sept. 25, Siemens & Co.

Melpomene, Aust. str., 1,384, Matcovich, Sept. 20, Sander, Wieler & Co.

Nanchang, Brit. str., 1,060, Finlayson, Sept. 24, Butterfield & Swire.

Nuan Fun, German str., 823, Gosewisch, Sept. 26, Melchers & Co.

Obi, British steamer, 1,351, Pinkham, Oct. 1, Dodwell & Co., Limited.

Pronto, German steamer, 632, Grandt, Sept. 23, Siemens & Co.

Sandwich, German str., 2,111, Muller, Sept. 29, Melchers & Co.

Sarnia, German str., 2,052, Schlabke, Sept. 30, Siemens & Co.

Thales, British str., 820, Robson, Sept. 29, Douglas, Henderson & Co.

Tiger, Norwegian str., 2,116, Wold, Sept. 29, Mitsui Bussan Kaisha.

Whampoa, Brit. str., 1,109, Garriock, Sept. 26, Butterfield & Swire.

Wongkoi, German str., 1,113, Pigot, Sept. 29, Butterfield & Swire.

Yuenang, British str., 1,128, Rolfe, Oct. 1, Jardine, Matheson & Co.

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order.

Bitters, British str., 339, Askin, Aug. 28, Siemens & Co.

E. J. Ray, American bark, 950, Easton, Sept. 30, Order.

Hamburg, British ship, 1,649, Caldwell, Aug. 30, Standard Oil Co.

Manuel Laguno, Amr. ship, 1,630, Small, Aug. 8, Standard Oil Co.

Norwood, British ship, 1,598, Roy, July 31, Order.

Frederick, British bark, 750, Maure, Aug. 24, Siemens & Co.

Sachsen, Amr. bark, 1,267, Nickles, July 13, Standard Oil Co.

Saracene, Amr. bark, 838, Baribay, Aug. 15, Standard Oil Co.

Stanford, British bark, 562, Wilson, June 22, Order.

HER BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacorty, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai.

Argonaut, battleship, 12,000 tons, 16 guns, 10,000 h.p., Capt. E. H. Cherry, E.N., at Hongkong.

Ankora, cruiser, 5,600 tons, 12 guns, 5,800 h.p., Capt. E. H. Bayly, at Weihaiwei.

Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Taku.

Bonaventure, cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. J. C. Savile, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wessing.

Daphne, sloop, 1,200 tons, 6 guns, 2,000 h.p., Comdr. G. Wainington-Ingram, at Wuhu.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Shanghai.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Essex, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, at Hankow.

Fame, torpedo-boat destroyer, 330 tons, 6 guns, 3,700 h.p., Lieut. and Comdr. Roger Kuyes, at Shanghai.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve, at Hongkong.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.

Hart, torpedo-boat destroyer, 230 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.

Hermione, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Capt. E. S. D. Cumming, at Nanking.

Humber, storeship, 1,640 tons, Comdr. H. J. Dunsen, at Hongkong.

Isis, cruiser, 2nd class, 5,600 tons, 11 guns, 9,500 h.p., Capt. G. M. Henderson, at Hongkong.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.

Linnit, gun-vessel, 756 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Kinkiang.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Shanghai.

Marathon, cruiser, 2,650 tons, 6 guns, Capt. John G. M. Field, at Hankow.

Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Comdr. J. H. T. Burke, at Hongkong.

Orlando, cruiser, 5,500 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.

Orlando, cruiser, 5,500 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.

Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. R. Coads, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Fraser, at Taku.

Pigmy, gunboat, 75 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, at Wessing.

Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Hankow.

Plover, gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Shanghai.

Protector, gunboat, 820 tons, Captain Wm. R. Creswell, U.M.G., at Shanghai.

Redoubt, gunboat, 335 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, at Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Chinkiang.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, West River.

Saipu, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Wuhu.

Swift, gun-vessel, 766 tons, 6 guns, 870 h.p., in reserve, at Hongkong.

Tamar, receiving ship, 4,400 tons, 6 guns, Comdr. J. H. T. Burke, at Hongkong.

Terrible, French cruiser, C.B., at Hongkong.

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